

CHAPTER 4

CHAPTER 4: BICYCLE PARKING AND SUPPORT FACILITIES

Providing bicycle parking at convenient locations throughout the City is an important part of a comprehensive bikeway system. Bicycle parking can be found throughout the City at community parks, shopping areas and housing developments. Large concentrations of bicycle parking are also available and can be found at major employers, schools, City parks and City facilities. These locations are shown in Figure 10. There is also a large concentration of bicycle parking facilities in downtown Mountain View, which is described later in this chapter.

Parking Ordinance

Mountain View adopted Parking Ordinance No. 9.96 to establish guidelines for bicycle parking at new developments and redevelopments. These guidelines also apply to building expansions and changes in use. This ordinance ensures future bicycle parking will be located where it is most needed, at the beginning and end of bicycle commute trips. The type and amount of bicycle parking required depends on the development. These regulations are detailed in the Ordinance and the Bicycle Parking Guidelines supplement. Both documents are included in Appendix C. For example, most developments, such as retail stores, corporate offices, shopping centers and restaurants, are required to provide bike parking in an amount equal to 5 percent of vehicle parking spaces. Medical service offices and hotels must set aside 2 percent of vehicle parking spaces while others, such as plant nurseries, require a parking study to determine the amount of spaces needed.

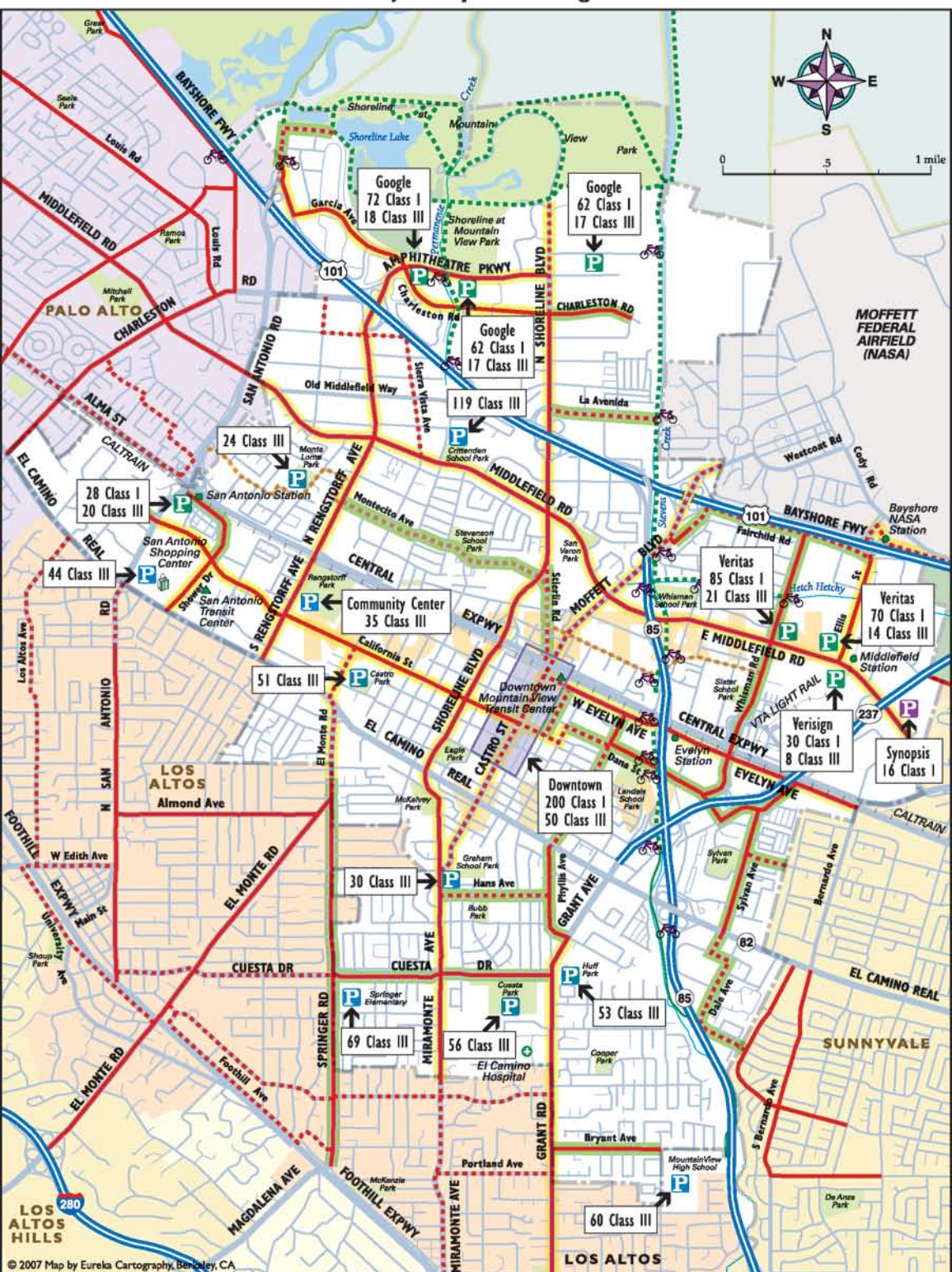
Types of Bicycle Parking

There are three general classes of bicycle parking: short-term (one to two hours), long-term (two hours to a full day) and overnight (one night or more). Each class has been defined in the Mountain View Parking Ordinance Section 36.37.100.

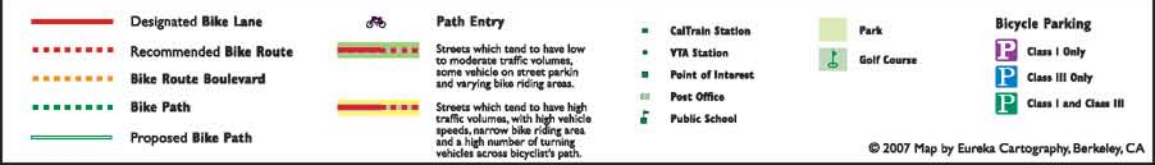
Figure 10: Bicycle Parking Map

See Map on Next Page

Major Bicycle Parking



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Class I

Class I bicycle parking is the most secure form of parking and is ideal for both the long-term and overnight user. Class I parking can consist of:

- Bike Lockers. Fully enclosed and weather-resistant space only accessible to the owner/operator of the bicycle. Lockers can be premanufactured or designed for individual sites.
- Restricted Access. Class III bicycle parking located within an interior locked room or a locked enclosure accessible only by the owners/operators of the bicycles contained within.
- Enclosed Cages. An exterior enclosure, with a roof, where the contents are clearly visible from the exterior. The cage can be secured with an owner/operator supplied lock. These types of units can only be used at a retail business or a multi-family development.

Figure 11: Class I Bike Lockers Behind Mountain View City Hall



Class II

Class II parking is designed for both short- and long-term users. Class II parking facilities are designed so the lock is protected from physical assault, however, the bicycle is still exposed and therefore, should be in visual range. An example of this type of parking is seen in Figure 12 below.

Figure 12: Class II "Crankcase" Bike Racks



Class III

Class III parking is designed for short-term bicycle parking and is less secure than either Class I or Class II parking facilities. This type of parking must be within constant visual range of persons within the adjacent structure or located in well-traveled pedestrian areas. Figure 13 below is an example of the Class III City standard Inverted U bike rack.

Figure 13: Inverted U Bicycle Rack



Current Downtown Bicycle Parking

Mountain View has a vibrant downtown with a mix of restaurants and retail situated primarily along Castro Street. It is also located next to the Downtown Mountain View Transit Center, a multi-modal transit hub described in Chapter 2 of this plan.

Class III bike racks have been incorporated on each block of Castro Street and 20 two-bike Class I bike lockers have been placed in many of the adjacent public parking areas. These lockers are owned by and can be rented from the City. Class III bike racks can be used on a first-come, first-served basis.

Future Downtown Area Bicycle Parking

Any additions to downtown area bicycle parking will be dependant on future usage patterns. When future additions are considered, the installation of bike parking will be regulated by guidelines developed by the Bicycle/Pedestrian Advisory Committee and approved by the City Council. A copy of the guidelines is included in Appendix D.

Bike Parking at Multi-Modal Access Points

A Class I bike shelter is located in the Mountain View Train Station Building, adjacent to the Downtown Mountain View Transit Center, described in Chapter 2 of this plan. This bike shelter holds over 40 bikes, on lockable vertical bike racks, in a secured room, which can be accessed only by authorized renters and City staff. These spaces can also be rented through the City.

The Transit Center is also home to several types of Class III bike racks and over 100 Class I bicycle lockers owned by Caltrain. A photo of a decorative Class III bike rack at the Transit Center is shown in Figure 14 below. Bicycle parking is also located at the San Antonio Caltrain Station. Several Class III bike racks and Class I lockers are available in the platform area.

Figure 14: Decorative Class III Bike Rack



Bicycle Support Facilities

Bicycle support facilities are defined as shower and equipment storage facilities located near bicycle parking. These facilities can be found in City buildings, such as City Hall, and at large employers and have been designed for the exclusive use of employees and not for the general public. These locations are listed in Figure 15. Other employers may also have support facilities not included on the map.

Although the number of known support facilities is currently limited, new developments, with over 200 parking spaces, must incorporate two employee showers and changing facilities into the design. This requirement is applicable to industrial, research and development, corporate offices and similar high employment businesses. These guidelines can be found in Section 36.37.100 of the Parking Ordinance included in Appendix C.

Figure 15: Bicycle Support Facilities Map

See Map on Next Page

City of Mountain View Major Bicycle Support Facilities



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- Designated Bike Lane
- - - Recommended Bike Route
- . - Bike Route Boulevard
- . . . Bike Path
- - - Proposed Bike Path

Path Entry

- Streets which tend to have low to moderate traffic volumes, some vehicle on street parking and varying bike riding areas.
- Streets which tend to have high traffic volumes, with high vehicle speeds, narrow bike riding areas and a high number of turning vehicles across bicyclist's path.

- CalTrain Station
- VTA Station
- Point of Interest
- Post Office
- Public School

- Park
- Golf Course
- Bicycle Support Facility

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CHAPTER 5

CHAPTER 5: EDUCATION, ENFORCEMENT AND PROMOTION PROGRAMS

Mountain View has developed bicycle education, enforcement and promotion programs to reduce the number of bicycle accidents. Between 2002 and 2005, 117 bicycle-related accidents were reported to the Mountain View Police Department within the City of Mountain View. Figure 16, on the following page, shows the location and year of each accident. Figure 17 is the bicycle accident map from the 2003 Plan showing the location and year of each accident between 1997 and 2001.

Current Education Programs

Adult Bicycle Education

The City offers low cost adult bicycle education classes several times throughout the year. The classes provide students with the information and skills necessary to safely, confidently and legally operate their bicycle for transportation. Classes are taught by instructors certified by the League of American Cyclists and include classroom and on-road instruction. Two classes have been held to date and more will be offered.

Youth Bicycle Education

In June 2007, the City was awarded a \$300,000 Federally funded Safe Routes to School grant. The grant is for a comprehensive bicycle and pedestrian safety awareness program to reach the City's elementary and middle school population each year over a three year period. The program, which will start in early 2008, will consist primarily of workshops for students in each grade level. Over 200 workshops will be held over the three-year period and will include information on:

- Bicycle safety
- Explanation of the suggested safe routes to schools
- Recognition and avoidance of common traffic collisions
- Understanding of driver, pedestrian and bicyclist behaviors

Figures 16 & 17: Bicycle Accident Maps

See Maps on Following Pages

City of Mountain View Bicycle Accidents 2002-2005



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L E G E N D

- Designated Bike Lane
- - - Recommended Bike Route
- - - Bike Route Boulevard
- - - Bike Path
- Proposed Bike Path

- - - Streets which tend to have low to moderate traffic volumes, some vehicle on street parkin and varying bike riding areas.
- - - Streets which tend to have high traffic volumes, with high vehicle speeds, narrow bike riding area and a high number of turning vehicles across bicyclist's path.

Major Bicycle Accidents

- ◆ 2002
- ◆ 2003
- ◆ 2004
- ◆ 2005

- CalTrain Station
- VTA Station
- Point of Interest
- Post Office
- Public School
- Park
- Golf Course

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City of Mountain View Bicycle Accidents 1997-2001



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L E G E N D

- Designated Bike Lane
- Recommended Bike Route
- Bike Route Boulevard
- Bike Path
- Proposed Bike Path

- Streets which tend to have low to moderate traffic volumes, some vehicle on street parkin and varying bike riding areas.
- Streets which tend to have high traffic volumes, with high vehicle speeds, narrow bike riding area and a high number of turning vehicles across bicyclist's path.

Major Bicycle Accidents

- 1997
- 1998
- 1999
- 2000
- 2001

- CalTrain Station
- VTA Station
- Point of Interest
- Post Office
- Public School

- Park
- Golf Course

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Trail Safety Days

The Community Services Department sponsors Trail Safety Days to help educate the public about Stevens Creek Trail etiquette. Stevens Creek Trail is a multi-use trail enjoyed by bicyclists, walkers, joggers and in-line skaters. Bike bells and informational cards reminding trail users of common safety practices are distributed twice each year.

Police Department Education Programs

The Mountain View Police Department periodically holds general information workshops at all schools in Mountain View to educate children about different safety-related topics. Part of the program includes discussion of bicycle safety, including:

- How to safely operate a bicycle.
- Rules of the road.
- The importance of a proper fitting bike helmet.

This program reaches approximately 600 children per year and is expected to continue.

Past Education Programs

Safe Moves

In 2003, the City concluded a grant program with the California Department of Transportation's Office of Traffic Safety. The grant funds were used to contract with Safe Moves to organize and present bicycle education workshops to elementary school children, senior citizens and the community as a whole. Although Safe Moves contacted senior citizen and community groups about possible workshops, they did not receive any responses. The money allocated for those presentations was reprogrammed to fund additional elementary school workshops.

In the four years the program was in effect, Safe Moves conducted over 137 school workshops designed to educate children about the proper use of bicycle safety equipment, proper handling of a bicycle and general vehicle codes relating to riding a bicycle. Safe Moves staff also inspected over 3,000 bike helmets for proper fit and safety. As a result, Safe Moves reported a 35 percent increase in the number of children under 17 who wear a bicycle helmet.

Future Education Programs

Future programs will build on the City's past successes and will target a wide range of age groups. The curriculum should include the following elements:

- Pedestrian and bicycle safety training.
- Basic and advanced bicycle handling skills.
- Proper use of bicycle helmets.

To fund future education programs, the City will seek grant funding from the Office of Traffic Safety and other regional, State or national sources.

Police Department Bicycle Unit

The Mountain View Police Department has a unit that patrols the community and the city's special events and festivals on Police Department-issued bicycles. Each team member received specialized training in advanced bike riding and in conducting law enforcement duties from a bicycle. According to the Police Department, the unit is an effective education and enforcement tool. All Mountain View Police Officers, whether they are on the bicycle enforcement team or not, are trained to enforce bicycle-related Vehicle Code violations.

Cycling Promotion Programs

Cycling Events

The City of Mountain View actively promotes local cycling events such as Bike To Work Day through newspaper and television advertisements on the local community cable channel. Staff also contacts event organizers to determine if any additional advertising is needed or if any informational materials, such as bike maps, are desired.

Bike Map

The City provides bike maps at no cost at community events and public facilities such as the Mountain View Public Library and City Hall. Community groups may also request limited numbers of bike maps for distribution at public and private events from the Public Works Department.

City Website

The City's website has a page dedicated to cycling in Mountain View. An electronic version of the City's Bike Map is available as is the Adopted Bicycle Transportation Plan. Additional information is provided about bicycle parking facilities, bicycle education programs, local cycling resources and reporting roadway hazards.

Future Promotion Programs

Although the outreach programs currently in use have been successful, it is important to consider new approaches. Future programs may include:

- Placement of additional advertisements in local papers promoting cycling events such as Bike To Work Day.
- Articles in the City newsletter, *The View*, to provide general cycling information to residents.
- Working with members of the Bicycle/Pedestrian Advisory Committee to promote cycling.

Future promotional programs will be funded through the operating budget of the department assigned to the campaign. If appropriate grant funding is available, staff will seek those funds.